

COACH

The weekly for the coach industry

MART

Issue 671

December 26th 1991

**MERRY
XMAS
TO ALL
OUR
READERS**



What's in the big parcel, love?

**PAGE
MISSING**

COACH

Issue 671 £1

MART

December 26, 1991

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6 Marksman: In the true spirit of Christmas, *Marksman* has some harsh things to say about roadside eateries and unwanted gifts.

7 Christmas Stocking Fillers: Leading industry figures say what they want for Christmas; and *Coachmart* makes a few suggestions about what it wants to see personalities do.

Right: Clampdown on drivers returning from France via Dover - see page 5



9 Accidents: In another special feature, Rod Davey talks to operators about breakdowns, repairs and accident prevention.

15 Licensing & Legal: Michael Jewell looks back at the big legal proceedings of 1991.

Left: Mark Thomas is the new chairman of Bus and Coach Training - see page 5



Right: Operators say how they cope with unexpected problems on the road - see page 9



COMMENT

THIS year won't easily be forgotten but it certainly won't be mourned by the majority of operators.

It was the year in which a war on a far-flung desert almost toppled a few London coach operators as the incoming market dried-up.

It was the year in which the Government finally admitted we had a recession on our hands. And the depth of the problem became apparent as highly-respected coach companies went into insolvency.

It was a year in which we watched the death throes of Britain's most famous engineering company, Leyland. Hundreds of skilled men went on the dole queue before Volvo finally decided enough was enough.

It was the year in which, despite its woes, Leyland completely dominated the July coach sales figures. In a market which was waiting for the J-reg vehicles, Leyland sold two Tigers. And those were the total coach sales for the month.

But it wasn't all doom and gloom. Plaxton finally launched the Excalibur and Premiere models - the subject of a number of 'leaks' earlier in the year. Not every operator was taken with them, but as the spearhead for Plaxton's push into Europe, coming in the middle of a recession, they were welcome news.

The Gulf War was mercifully short, and confidence quickly returned in the incoming market. In the meantime, operators had looked elsewhere for turnover, some getting a pleasant surprise. Despite everything, some companies didn't mind paying a fair price.

Dennis had an excellent year. Its Javelin did sterling work, ending up in the Berkhof Excellence body, with widespread acclaim. Dennis' real success story was the Dart - an example of a product which anticipated its own market.

During 1991 most of the industry got leaner and meaner. There are few slack bellies and wandering minds as we go into 1992. The rest of Europe might yet get a culture shock when the borders truly open.

Coachmart owes a debt of gratitude to the loyalty of its readership and the confidence of its advertisers. It's New Year's gift to everyone is its sincere thanks and the promise that in 1992, *Coachmart* will be a reflection of a better and brighter future. Merry Christmas.

■ LEGAL

Learn about legal changes

THE latest legal update from Croner covers changes affecting coach and bus operations.

Croner says applications for shuttle authorisations after April 27, 1992 must be submitted to the International Road Freight Office (IRFO), Newcastle upon Tyne, by January 17.

Also included are last April's changes to the driver licensing regulations together with the welcome news that the cost of a medical examination for PCV entitlement can be declared as a business expense for income tax purposes.

Charges for MoT test, tachograph calibration and two-year inspections have been increased. Drivers must keep their charts for the current week and for the last day of the previous week with them, and make them available for examination by an authorised person.

Pages 247 to 250 are amended to include two new definitions - inter-urban motor coach and long distance touring coach.

Additions to the text relating to braking systems, under the heading EC Directive 85/647, clarify the position regarding the compulsory fitting and approval of anti-lock devices on new passenger vehicles first used from April 1, 1992.

Copies of Coach and Bus Operations and details of the amendment service are from Croner Publications, Croner House, London Road, Kingston upon Thames, Surrey.

■ BUS

Report raises fears for future of bus services

DEREGULATION and the delays caused by worsening traffic congestion could kill off Britain's bus services unless urgent action is taken, according to a new report from the Labour-controlled Association of Metropolitan Authorities.

The report reveals that in 1990-91 the health of Britain's bus industry took a dramatic turn for the worse. In Britain's major towns and cities outside London, the AMA says there was a significant deterioration in six of seven key performance indicators.

'Bus passenger numbers continued to plummet and fares continued to increase in real terms. But, for the first time since deregulation, public subsidies and the costs per passenger journey also increased, while overall vehicle mileage fell.'

Three major initiatives are needed, says the AMA, if buses are to help tackle congestion in urban areas.

It wants:

- Government funding of bus priority schemes - costed at £20 million in AMA authorities alone, double what the Government has already offered (*Coachmart*, December 19).
- Plans for London bus deregulation to be dropped.
- A fundamental review of the Transport Act 1985 which brought bus deregulation outside London.

These demands are based on work undertaken with metropolitan and London authorities as part of the AMA's Year of the Bus, and on its analysis of Government figures published last month - *Bus & Coach Statistics 1990/1* (*Coachmart*, November 28).

The AMA says 1990-91 was a crunch year for the metropolitan areas outside London. At the same time, more people recognised the need for public transport to play a greater role in urban areas.

■ PEOPLE

Alexander announces management shake-up

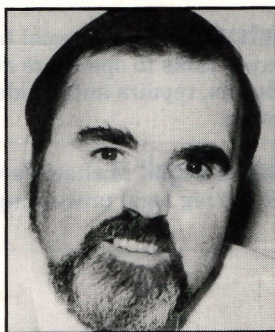
IT'S all change at Walter Alexander of Falkirk, with three major staff changes.

New deputy managing director is Nigel McGaughey - former executive director of manufacturing.

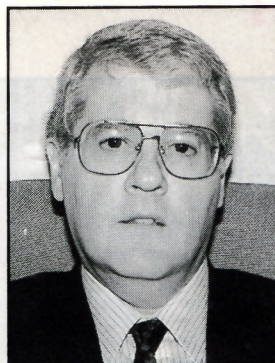
His career began as a graduate apprentice at Leyland, through chief body engineer at Willowbrook to director and general manager of Alexander of Belfast.

Alexander's new engineering manager is Andy Gormill, brought from Caterpillar of Canada where he worked in a number of supervisory and managerial roles.

Project manager for the People Mover section of Alexander - which has recently got a major USA order for airport rail vehicles



Nigel McGaughey:
deputy MD.



Andy Gormill:
engineering director.

- is John Karetnyk, a former Plaxton employee.

■ MANUFACTURING

First for Andover

ANDOVER Trailers is claiming a first with its new design of tilting deck tri-axle trailer, which, with a payload of 33 tonnes, is ideally suited to coach and bus recovery.

The first trailer of this design is in service with the Never Despair Garage near Basingstoke, owned and run by Cranstone & Son Recovery.

Hydraulic rams tilt the deck of the step frame trailer, with Granning air suspension lowering the rear-end as required. The third axle suspension can be dumped to ease this process. Loose ramps, stowed under the deck, can be placed to complete the shallow incline. A powerful winch then hauls stricken vehicles on to the deck for immediate recovery.

Andover Trailers says its new trailer will avoid damage to many coaches and buses, which bend along their length as one end is lifted for conventional towing. With only sub-chassis frames at each end, linked by the lightweight body, inappropriate lifting has been known to cause many windows to pop out or even shatter.

■ TRAFFIC

Westminster Bridge closed

WESTMINSTER Bridge has been closed to coaches over 7.5 tonnes due to structural failure, and is unlikely to open again for two years.

Tests have led to an emergency traffic order prohibiting all heavy vehicles except local service buses from using the crossing. Nearest bridges are Lambeth and Waterloo.

Coaches expecting to stop to view the Palace of Westminster should use Vauxhall Bridge and set down on the river side of Albert Embankment.

LEGAL

Drivers warned against overloading their coaches

COACH drivers have again been warned about overloading their vehicles following a second major crackdown on PSVs returning from France via Dover.

Earlier this month the Vehicle Inspectorate and Kent police diverted coaches from the A2 near Dover to the Broughton enforcement site to test if operators had heeded warnings following a similar check in November.

And although just two of the 75 coaches checked were issued with immediate prohibitions, 25 verbal warnings were given for coaches which

were overloaded - but not enough to justify an immediate ban.

Three drivers were found to be driving in excess of hours' regulations, there were four prohibitions for mechanical defects and two possible operator licence offences were also discovered.

Ten verbal warnings were given for a number of other offences.

Vehicle Inspectorate traffic enforcement officer, John Schock, told *Coachmart*: 'I am pleased that the results from this check suggest a general improvement in compliance with the

law.

However, there can be no room for complacency.

'Despite the improvement, evidence shows that there are too many coach operators and their drivers who are putting their passengers at risk by overloading their vehicles.

'We will continue to undertake overloading checks in the interest of road safety and will take action - in the courts if necessary - against those we find abusing the law and putting both passengers and other road users at risk.'

FARES

SMT gets go-ahead for fares' offer

SMT Omnibuses, forced to abandon its 10p 'Anytime, Anywhere' concessionary fare for pensioners in September, has reintroduced its region-wide offer after being given the go-ahead from Lothian Region Council.

The company introduced the 10p fare earlier this year, but after just a month the council warned that, after legal representation by Lothian Region Transport, the council would be unable to reimburse SMT for journeys unless a payment of 30p was actually made on the bus.

The rules for the council scheme have since been revised

and SMT managing director, Andrew Gall, said: 'The month-long experience with our low fare cost SMT around £250,000 in repayments we justifiably expected from the region. Now it is not certain that we will ever get this money back.

'But there is no alternative to our meeting competition head-on in today's bus business. Competition for passengers is more intense than ever and old folk are an important sector of the market. It accounts for something like 11 million journeys a year with SMT.

'We now confidently expect to build on that

number. It is our intention to continue with cheap fares for old folk provided the scheme - as now amended - remains in its present form. However, if the rules were to be changed again, we would obviously have to review the position.'

As well as the 10p flat fare, the company has introduced a year-long season ticket costing £50 which is valid on its buses in Edinburgh and throughout the region.

This is being reduced to £25 for those who buy them within the first three weeks of the offer - which started on Sunday, December 22.

MIDIBUS SALES



Rob Jones, managing director of Dormobile Group, hands over the buses to East Kent Road Car managing director, John Berkshire. Watching are Bob Moon, East Kent engineering director, and Harry Chambers, of Iveco Ford.

Dormobile delivers the goods

DORMOBILE, which was saved from extinction by FSV earlier this year, has delivered seven 23-seat midibuses for East Kent Road Car Company.

The delivery follows hard on the heels of a repeat order for eight Mercedes-Benz buses and two Mercedes coaches for Blytheswood Motors, of

Glasgow.

The latest consignment for East Kent is based on the Iveco Ford 49.10 Dailybus chassis and the Dormobile Routemaster chassis. The usual 25-seater bus was modified to meet East Kent's specification of 23 seats, standing room for six and a front luggage pen.

TRAINING

Mark Thomas takes over as BCT chairman

MARK Thomas - chairman of Western Travel - has been appointed the new chairman of Bus and Coach Training.

The appointment follows the resignation of London Buses' personnel director, John Ingleton, who had held the post for the last four years. Mr Thomas has been chairman of BCT's executive

committee since June 1989 and takes up his new post at the beginning of the year.

Mr Ingleton said the development of nationally recognised standards of competence covering the majority of employees in the coach and bus industry had been one of the most significant achievements of BCT during his term in office.

PARKING

London coach park success

THE Euro Car Parks coach parking near Tower Bridge is proving a hit with operators.

The car park is offering two-hour stays for £2, six hours for £5 and 24 hours for £10. It is situated on Tooley Street between HMS Belfast and Tower Bridge.

Discrimination gives coach travellers food for thought



THERE has been something lurking at the back of my mind for ages. As it concerns the turning away of weary travellers in need of sustenance, this is an appropriate time to air it.

Not so very long ago there existed throughout the Realm something almost extinct today - the transport cafe. They had large parking areas and, although generally the decor was lacking in elegance, the (really) home-made nosh was of better quality (and far lower price) than the micro-waved junk food served today in motorway services. Consequently, these oasis in the tarmac horizon did a good trade out of serving food to coach passengers as well as lorry drivers.

Over the last few years, all but a handful of these ports of call have become Little Chefs, Happy Eaters, or something of similar ilk - all of which are hostile to coaches. Transport drivers' current needs seem to be met by filthy looking caravans, huts and hovels which now disgrace almost every motorway approach road. How they meet with the approval of either planners or public health inspectors I know not. But I do know that they have not become the alternative to the transport cafe for coach passengers.

Long sections of motorway exist, like the M11 and M40, without any service areas. Coach drivers leaving a motorway in search of victuals for themselves and their passengers are likely to encounter 'No Coaches' signs. Indeed, it has become very difficult for coach drivers to make stops for meals and light refreshments without pre-booking.

From St Luke's version of the Christmas Story it is clear that the word 'inn' was in common usage in this country at the time when King James commanded the Bible to be generally available in English.

In Mr Major's classless society, it is high time that class discrimination was also illegal.

Right up until the first part of the present century, an inn-keeper had a common law duty to provide food, drink and accommodation to any traveller, subject only to the availability of the items concerned and the travellers' ability to pay.

In 1956 this was enshrined in Statute, but the erstwhile inns were, for this purpose, renamed hotels. Any hotelier who gives services to guests 'without special contract' has the same obligations as his predecessor inn-keeper - to make available to any respectable customers who can pay for it such food, drink and, if required, accommodation, as is available. It is a criminal offence to fail to comply, with either a fine or imprisonment as the penalty.

'Without special contract' means, to all intents and purposes, without pre-booking. Thus a guest house and a private, or residential, hotel would not be caught by this Statute. On the other hand, any pub which also has some letting rooms which calls itself the 'XYZ hotel' cannot legally refuse to serve passengers just because they have arrived on a coach - while all the rest of

the customers of the pub will be walloping down pints, crunching crisps and polishing off ploughman's lunches 'without special contract'. Now, whilst I am in no doubt as to the veracity of the last paragraph (and one day I will report the landlord of such a 'hotel' who declines my passengers their rightful travel rations), I am not quite so sure about one particular progeny of those who robbed us of the ubiquitous transport cafe - who I would really like to challenge.

I refer to the 'No Coaches' type of roadside snackery beside which, in the last two or three years, an accommodation block has mushroomed up. That these places are not called hotels is, I think, legally inconsequential. The only doubt I have in my mind about the coach industry challenging Mr Forte and his ilk is the fact that the food and accommodation units may be separate legal entities with, perhaps, the ability to shield themselves from complaints of annoyed passengers for whom there is the modern day equivalent of no room at the inn.

In this country it is illegal to discriminate on the grounds of race, religion, colour and sex. In Mr Major's classless society it is high time that class discrimination was also illegal. If coach passengers have the ability to pay, and accept that their arrival in bulk may cause some delays with service, is there any good reason at all in the closing years of the 20th century to permit catering establishments to treat charabanc passengers as if they belonged to a lower class than those who arrive in cars?

I WOULD like to take this opportunity to thank the 46 suppliers who have sent me calendars. Every one on which the week begins on Monday, and most of the rest, will be binned shortly. An industrial psychiatrist might diagnose those who give bland gifts as bland sellers of bland products.

To capture my imagination next year, at similar cost, try personalised rulers, erasers, pencil sharpeners, calculators or mug coasters. They are more likely to be retained and used and thus keep your name alive in my mind.

Keeping up to date with unwanted gifts

As a convert to loose leaf diaries for both pocket and office use, the 21 diaries for which I duly said thank you on arrival also play their useless part in the destruction of rain forests. Now I don't want 21 letter openers, 21 Nyrex Business Card files or 21 personalised Road Atlases next year - but something along that line

(and budget) would be more imaginative.

Now, bottles are a different matter. They are very welcome, even though your company's name may be forgotten before they are even half drunk.

But bring them in with discretion. Clanking briefcases or inconcealed parcels en route to my office

make the reception staff feel they are missing out on something.

But please, please, no more 'executive gifts' and desk furniture. If Mr Opie has done well in Gloucester with his Museum of Packaging, I think I could do better starting the museum of executive junk! Cigarette boxes, desk lighters, 'toys', blotter pads, clocks (digital or otherwise).

Had I kept all I have received over the years I would be buried so deeply in them that I could not say 'Happy Christmas to You' too!

'All I want for Christmas...'

What does the coach industry want for Christmas? We asked a few leading lights to find out what they'd put on Santa's shopping list.

PETER O'Neill, managing director, The King's Ferry: 'I want enough pairs of spectacles to supply all of the cowboy operators who undercut me. These specs will magnify their quotes and make them see sense.'

David Watson, Bus & Coach Council director of public affairs: 'Simple. I want a video control I can understand. I'm always setting it up to record programmes about the PSV industry but when I take them to work, all I've recorded is a snowstorm.'

Desmond Chambers, Chambers Coaches, Northern Ireland: 'I want the same low costs as the operators who give ridiculous quotes... as long as they're making the same margins as me.'

Ivan Ford, managing director of Silver Coachlines: 'Two things. A year's subscription to Weight Watchers, and some oil-spattered designer shirts to match the rest of my wardrobe.'

Len Clarke, managing director of Excelsior: 'A change of heart by Euro Ministers reversing the opinion that Britain should have a 100 kph speed limit.'

Geoff Howle, managing director of the Birmingham Coach Company: 'An unusual Christmas card... one with the words 'All-operator Travelcard' written on it, so I can share the season ticket monopoly held by West Midlands Travel.'

David Waterman, sales director for AVE Berkhof: 'While everyone else wants a few days off, I would rather have to spend Christmas taking orders



'But what is it darling?'

from a queue of customers.'

Mike Trathen, Trathens, Plymouth: 'I'd like a parcel of legislation so that cars must have their speedos calibrated. At the moment, the instruments are so optimistic, everyone thinks my coaches are speeding.'

Guido Crolla, who is MD of Clansman/Citylink: 'A bottle of Ambre Solaire sun oil... I'm off to a Pacific beach

Right: Veronica Palmer: present was the Govt. grants.



for my Christmas break.'

Veronica Palmer, who is BCC chair: 'I've already had the best

Christmas present for years... and that is the news that the Government is going to give £10 million in grants for bus priority schemes, as we proposed in the BCC's 'Buses Mean Business' campaign.'

Keith Horseman, managing director of Horseman Coaches: 'I would like five minutes silence for every operator who went under in 1991. Not as a mark of sympathy, but as a reminder that the fundamental way to make a profit is to sell if for more than you paid for it.'

Paul Tappin, Tappins of Didcot: 'An articulated Neoplan Skyliner converted into a gigantic mobile home, in which I will tour the world.'

Sergeant Bob Pilbeam, of the Metropolitan Coach Advisory Service: 'Some simple jump leads and a chamois leather to keep my ageing car going.'

Coachmart's gifts for industry VIPs

GENEROUS to a fault, *Coachmart* would like to add to Santa's list a few gifts for its loyal readers and other VIPs... gifts which will hopefully see them through the coming year.

Roger Freeman: The other half of the Government cheque to help develop bus priority pilot schemes.

Malcolm Rifkind: A 100 kph speed limiter for his car, so he can appreciate what it feels like to go completely European.

David Waterman, of AVE Berkhof: A Victor Kiam beard trimmer to cultivate his new look.

Pat Waterman, leading the buyout

of soon-to-be-privatised London Coaches: A Pearly King outfit and book of rhyming slang to help promote the London Sightseeing image to tourists.

Clive Hodgson, Plaxton coach sales director: A Linguaphone language course so he gets a few 'Jahs' from the Germans when he's selling Excalibur and Premiere.

Dave Crook,

instigator of the Owner/Driver Club: A book of stamps so that he can continue to fill *Coachmart's* Letters page.

Marksman, Coachmart columnist: A wig, false moustache and dark glasses so he can continue to keep his identity a secret.

● **Keep subscribing to Coachmart and maybe you'll make our Christmas gift list next year!**



Roger Freeman: the industry awaits more cash.

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G (90) TALBOT EXPRESS Diesel, high roof, 14 seat, crewbus, 5,000 miles only recorded, Devon conversion, mint condition **£6,995**

G REG FORD TRANSIT DIESEL, 15 seat minicoach, side door, 32,000 miles, 5-speed coach, moquette seats, full PSV **£10,995**

G (90) LEYLAND DAF 400 Diesel, 17 seats, Jubilee minicoach, luxury trim, full PSV spec, 18,000 miles only **£12,995**

G (89) FORD TRANSIT, 12 seater, choice of 4, white, all low mileage, 5 speed and cloth interiors **£7,995 + VAT**
or lease from **£56 per week**

G (90) LEYLAND DAF 200, 12 seater diesel, choice of two, 5 speed with cloth interiors and side doors, both are low mileage and in excellent condition throughout **from £7,695 + VAT**
or lease from **£49 per week**

F REG RENAULT ESPACE TXEi, 7 seat, people carrier, power steering, 5 speed, central locking, cloth interior **£9,995 NO VAT**

F (89) RENAULT TRAFIC Holdsworth, 12 seat minibus, rainbow trim, super condition **£5,995 + VAT**

F (89) LEYLAND DAF, 17 seater, diesel, in white, superb condition, side door, choice of 2 **£8,695 + VAT**
Buy or lease from **£59 per week**

F REG RENAULT MASTER Diesel, 17 seater minicoach, Jubilee conversion, twin sunroofs, side door, 5 speed, 40,000 miles, high spec conversion, superb condition throughout **£10,995**
Lease for **£64 per week**

F (89) FORD TRANSIT twin wheel diesel, 13 seat minicoach, highback moquette seating, 34,000 miles, full cloth interior, front entrance **£9,995**
Lease for **£56 per week**

D (87) MERCEDES 709D, twin wheel, 21 seat, PSV, luxury coach, 33,000 miles only from new, front entry **£14,995**

C (86) FORD TRANSIT Diesel, 15 seat, twin-wheeler, part exchange, bargain to clear **£4,995**

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Laycock	8T	4	23ft	£3,250 + VAT

*Includes wheel free system

†Extensions to 26ft and 29ft available POA

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HOW TO COPE AT THE SIDE OF THE ROAD

Rod Davey talks to operators and writes another overview of the operational sharp end - with a few observations on breakdowns, repairs and accident prevention.

THERE'S 49 pensioners at the driver's back returning after a day's Christmas shopping. But the cold winter's night is drawing in - and the engine refuses to turn over. So what are the priorities and what arrangements have been made in the event of such an emergency?

I well remember the embarrassment of driving a Volvo B58 and suffering the frustration of being unable to start the machine. Although I later discovered a small child had fiddled with the Brooms brake during the mealstop - I must have gone through what I imagined to be the full procedure half a dozen times, and rung the operational garage several times besides, before I discovered what was wrong.

The end result was I had to cancel a rescue operation mounted by a local operator. And I had to explain to the passengers what had happened without incriminating little Johnny, whose mother, looking for all the world like a cross between a Sumo wrestler and a large Russian matriarch, was using impressive body-language - and daring me to spill the beans. This sort of thing had obviously happened many times before - in fact, wherever little Johnny's family chose to go.

Such observations serve to highlight the importance of having a foolproof



Breakdown: a scene every operator dreads, but an eventuality to be catered for.

breakdown procedure. When your driver is at the sharp end it is hard to find other scapegoats, even when they are readily to hand. But what of the genuine breakdown with the elderly passengers, who by now must be combing the parcel racks for their overcoats? Much more serious.

Of course, most operators try to be pretty exhaustive when drawing up their procedures. But I have known one who insists that the first step is phoning

him, even though he is often away from his lock-up office during the day - doing the shopping for his working wife and running the kids to and from school.

Such a lack of perception is fortunately rare. Most operators have a much firmer grip on reality. Unfortunately, this often involves cutting corners in the long term and hoping to strike cheap last minute deals over the phone with other operators.

But there are a number of other, more effective options open to the business-like operator. There are the back-up services offered by the major body and chassis dealerships - and the national fleetwide breakdown services.

Both Nottingham-based independent, Skills, and Cambus Holdings' subsidiary, Premier Travel, go for the Action Volvo back-up service - with emergency aid provided for subscribing operators from the nearest Volvo dealership.

'We now have about 30 coaches with Volvo chassis,' said Skills' managing director, Nigel Skill. 'So Action Volvo represents a cost-effective recovery service. But despite business increasing by 30 percent we did not have too many breakdowns last season.' Skills organises its own passenger recovery.

The majority of Premier Travel's



Skills: has a breakdown back-up service, but organises its own passenger recovery.

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Premier Travel: uses Action Volvo's service as most of its fleet are Volvo B10Ms.

◀ 50-coach fleet is made up of Volvo B10Ms and Leyland Tigers - so this company also finds Action Volvo's service convenient. 'The main limitations to the service are the location of the dealerships,' said Premier's director of operations, David Hurry.

'We don't use the specialist recovery people direct because all they usually do is tow you into the side of the road.'

Premier prefers to deal with other operators. 'But we are BCC-bonded and are members of the BCC's Mutual Aid Scheme,' added David.

But smaller operators may often be outside such schemes. Furthermore, although their fleets may be smaller they may also be thoroughly mixed - dampening the appeal of the dealership-run recovery services.

Fleetwide breakdown services

The 'big three', made up of AA/BRS Fleet Rescue, National Breakdown and RAC Octagon, provide the operator with a considerable spread of breakdown risk with annual membership fees based pro-rata on the size of the fleet. But there are additional tariffs for breakdown and recovery services. If you are outside the more informal networks which exist within the coach industry, this will have to be your choice.

As well as extra charges over and above subscription for breakdown and recovery services, AA/BRS Fleet Rescue charges higher rates for winching, lifting and towing vehicles up to 24 tonnes GVW - which in effect includes full-size coaches.

Charges are also on a differentiated scale for breakdowns at night time (after 6 pm), weekends and on Bank Holidays. If extra men are required for a winching operation, AA/BRS bill the operator by the hour to the nearest quarter-hour.

If airbags are used to reposition a coach which is laid to rest on its side, or other specialist services are used, they are charged at the appropriate rate at the time of the accident. Replacement parts are billed at the retail price operative at the time of supply. Weighted charges apply if the breakdown is in the London area, roughly between the North



Passenger rescues add to the trauma of breakdowns.

and South Circular Roads. Relay and towing rates are charged on a round trip basis.

However, perhaps the main advantage of AA/BRS is its responsiveness to calls - with over 1,000 commercial rescue operators and around 4,000 AA patrol vans used in its network. Furthermore, the whole operation is co-ordinated by the AA computerised control centre in Birmingham. The operator there can specify certain suppliers for parts, or restrict the maximum authorisation for repairs from the driver - in which case the AA contacts you before the work is done.

Additional benefits include Fleet Rescue's European Service, which is automatic for all members of the UK service at no extra cost. Breakdown and local service charges are variable depending on location. However, there is a flat AA/BRS communications charge and an additional currency conversion cost - which is shown on the final invoice if applicable. The whole network is part of AA/BRS' Europe Net network which brings together companies offering compatible rescue services in Europe.

RAC Octagon's services tariffs are organised on a similar basis, with additional tariffs charged for extra services. But Octagon also offers replacement coaches for passenger recovery. In fact, Octagon also does a lot of work for BCC members.

There is a standard hourly charge for the services of a driver/fitter with a small service van - to deal with minor breakdowns such as electrical faults and fan belt replacement. But if a heavy recovery underlift vehicle is required the hourly rates are approximately double. There are also additional charges, subject to individual quotation, for the use of services such as airbags to reposition vehicles.

Operators pay a flat supplement for European assistance, no matter what the size of the fleet. Like AA/BRS, the cost of the RAC service varies from area to area. Octagon says it is cheaper in the standard tourist areas such as Germany and Austria - with replacement parts cheaper and much easier to fit than in east European countries.

National Breakdown offers UK registration for heavy recovery on a banded sliding scale according to fleet size - but for larger fleets the registration fee is negotiable. As well as operating an inclusive computer screening service, enabling operators to specify the level of service, cash limits and suppliers in a similar way to AA/BRS and RAC Octagon, National Breakdown also offers a European service. This requires a further policy with variable cost - but the package is tailor-made to the operator's requirements and area of operation.

Continental warning

However, variations in back-up service costs on the continent should be accompanied with a serious warning, as the following example illustrates.

The incident involved an 18-month-old Dennis Javelin/Plaxton 3200 operated by Lucketts Travel, of Fareham near Southampton. Fortunately, the cost was covered by Dennis Specialist Vehicle's warranty - but it shows what the operator without cover may have to face regarding continental charges, even with the DKV network.

Lucketts Travel's managing director, Steve Luckett, said the Javelin, with a party of school children on board, suffered a breakdown with a fuel pump failure just outside Bonn in Germany. The coach was towed approximately 65km to the nearest Cummins dealership in Cologne. The charge from the DKV agency was £700 - and this was just for the tow.

'It just shows you what you might get stuck with on the continent,' said Steve. 'You've got to be aware of what you might get charged in the event of a breakdown.'

With the expense of travelling time, phone calls and general 'messaging around' the whole job cost £900 - fortunately all picked up under warranty by ▶

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◀ Dennis as the coach was under two years old. 'Dennis Specialist Vehicles' staff were very helpful,' added Steve. 'They tracked down a fuel pump at the nearest Cummins' dealership, fitted it, and got us back on the road.'

This south coast company also has a model breakdown procedure with a 24-hour manned service at its Fareham base - so drivers are instructed as a first step to be like ET and 'phone home'. But it goes without saying that you should not issue this instruction unless the phone is constantly manned.

In the event of breakdowns Lucketts' drivers phone in on the hour every hour until they are mobile. 'He's then instructed to phone DKV - or we phone the nearest garage to the breakdown,' said Steve Lucketts. 'We keep in touch all the time, rather than be left out in limbo land, without a clue of what's going on.'

Accidents

Of course there's also the worry of damage when the coach has been immobilised due to an accident. Perhaps bodywork is not such a worry these days, with aluminium lower body work and GRP, all of which is comparatively easy and cheap to replace. For example, Skills of Nottingham has its own bodyshop and carries out its repairs in-house.

To the south east in Cambridgeshire and with a similar-sized fleet, Premier Travel has a similar arrangement. 'Minor accident damage is carried out in-house at our garage at Kilmaine Close in Cambridge,' said David Hurry. 'And other work is carried out by other Cambus Holdings' subsidiaries, usually Viscount in Peterborough.'

'We contract out major accident jobs to one of the dealers after phoning round for quotations. On a few occasions we



Lucketts Travel: the £900 cost of a breakdown in Germany was covered by warranty.

have used Yeates of Loughborough.'

But restoring the coach to its original pristine condition might be a little more difficult and an additional expense. 'People get what they pay for as far as paintwork is concerned,' said Mark Drury, of accident repair and respray firm Drury & Drury. 'When the star rating system comes in operators will have to think very carefully about exterior finish.'

'When 1993 comes along there will be more foreign vehicles over here with their startling liveries, so British operators will have to be more adventurous,' he expanded. But he added that new technology, such as computer-cut vinyl graphics and computer-made masking films, make such intricate designs more possible.

Mark cited as an example of the new exciting liveries Midland United's Volvo/Jonckheere seen at the 1989 Kortrijk show - resplendent with a metallic blue and pearlescent white finish, and a large bird motif.

'No matter what, the cost of painting after an accident often represents 40 percent of the total repair bill,' said Mark. 'But the labour time spent on painting is not too excessive.'

Among the startling vehicles Drury & Drury has liveried is the Van Hool Astromega for the Rothman's Racing Team, fluorescent tractor units and bright pink 'deckers' for a holiday camp in Margate. Given current trends, painting and respray costs will become a more significant part of the breakdown and accident repair equation.

Accident prevention

With a little long-term foresight it is possible to minimise the costs of accident

repair with an accident prevention programme. One such way is to employ the services of Oldbury-based Defensive Driver Training. Although the PCV driver's licence means that drivers are competent to drive in the eyes of the law, many may be in need of a driving skills update. And it may save you money in the longer run.

Money spent now on training, both before and after the test, will cut costs on vehicle downtime, accident repairs, fuel and maintenance bills and reduce insurance premiums,' said DDT operations director, Fraser Dryburgh. 'In addition, spin-offs include a better corporate image, better time-keeping on the road, an enhancement of driver courtesy - and a more contented workforce prepared to give that little bit more to your business,' he added.

Prior to Defensive Driver Training, Fraser spent 12 years working with the accident prevention quango RoSPA, so he should know. The company's courses use both classroom theory and on-vehicle tuition. DDT provides tuition in the fundamentals of vehicle control - and the benefits of improved concentration, observation and participation are demonstrated and put into practice on the road. It also helps operators in the selection of new staff and identifying the training needs of existing staff with the production of a written report after assessing your drivers.

DDT's courses actually revolve around the concepts of how accidents happen in the first place - trading on the fact that human error is the largest contributory factor in all road accidents.

Better driving control training includes motorway driving, driving in bad weather, skid control, urban driving, night driving and passenger safety.

Breakdowns may not always be prevented, but for very nearly 100 percent of them, accidents can be. Tuition in defensive driving helps drivers to take a fuller account of what other drivers are likely to do in certain road conditions.

For the breakdown back-up, a plethora of choice exists for the operator - determined largely by the size, age and composition of your fleet. Dealer and manufacturer back-up is largely augmented by the 'big three' national breakdown organisations and special mutual aid services provided by members of the BCC.



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1991 Review... 1991 Review... 1991 Review... 1991 Review... 1991 Review...

THAT WAS THE YEAR THAT WAS

Licensing & Legal writer, Michael Jewell, looks back at some of the major stories of 1991.

WITH the New Year approaching, it is time to take stock of the 12 months past.

Licensing and Legal has not been short of stories in 1991, no doubt a sign of the times in a period of recession.

January saw the Transport Tribunal's rejection of an appeal by Lincoln City Transport against a ban on operating a circular service for a seven-day period, following complaints from Enterprise & Silver Dawn Bus Co about the unauthorised operation of a schools' extension during holiday periods.

A conductor sacked by South Notts Bus Co was ordered to pay £800 of the company's legal costs after losing a claim for unfair dismissal. The Transport Tribunal quashed the revocation of the licence held by Portsmouth-based Derek Russell, after deciding he had been unfairly treated by South Eastern traffic commissioner, Brigadier Michael Turner.

In February, Glowbelle (Coaches) of West Bromwich, was fined £400 for using unqualified drivers on schools' services. Director, Wyn Griffiths, said the law was an ass and should be squashed.

St Austell-based Westbourne Motors had its licence revoked on maintenance grounds by the then Western traffic commissioner, Major General John Carpenter. Director, Brian Clarke, blamed the company's problems on former employees setting up in competition. Luton & District Transport Co was given a severe warning after admitting failing to operate two minibus services, following a complaint from a rival operator. Eastern traffic commissioner, Brigadier Compton Boyd, said that if there were further transgressions the company 'would have volunteered itself for the guardroom.'

The March winds blew no good for Nottingham-based A Camm. The company was banned from registering any services for a month after Trent Buses complained that it had introduced a service four days too early. Brigadier Boyd concluded that it was not a case of 'trying to buck the system', but one where management had failed to manage. Steve Stockdale Coaches, of Selby, had its licence revoked because of continuing maintenance problems. The company was later granted a fresh

licence after North Eastern traffic commissioner, Frederick Whalley, found new maintenance arrangements to be acceptable.

An industrial tribunal held that Western Scottish Omnibuses had unfairly dismissed an inspector after he had failed to disclose he had applied for a PSV operator's licence.

The appeal by Clayton Jones' Shamrock Private Hire (Newport) against a £1,500 fine for not maintaining the brakes of a bus involved in a crash in Ynyshir was described as 'sheer effrontery' by a Crown Court judge.

The crash had left nine people injured, one of whom was paralysed from the neck down.

Failing to insure its vehicles properly led to Walsall-based Clearways Coaches having its licence suspended by West Midlands commissioner, John Mervyn Pugh. Clearways had earlier been ordered to pay fines and costs totalling £6,090 and subsequently went out of business.

April showers fell on Thomas Gordon, of Gordon's of Kirkbride. He was given a nine-month prison sentence, suspended for two years, and ordered to pay £19,800 in fines and costs, after admitting aiding and abetting drivers in the falsification of tachograph charts.

He was said to have avoided an immediate prison sentence by 'the skin of his teeth.' M & E Coaches, of Accrington, fell foul of new legislation requiring the revocation of a licence if there were repeated convictions for road traffic offences. The firm's partners had been convicted of using defective vehicles in October 1989, and again in October and November 1990. A bid for additional vehicles by Wirralbus was



Lincoln City Transport: lost appeal at the turn of the year.

turned down, and the duration of its licence cut, by North Western deputy commissioner, Kenneth Birchall, because of maintenance problems. Standish-based Gordon Woods, who trades as WTC Coaches, had a tachograph conviction quashed after a Crown Court judge ruled that a driver took over a coach when he started driving and not when he boarded it.

May flowered for Evans Coaches, of New Tredegar, when the Transport Tribunal overturned a decision that the company repay 20 percent of the fuel duty rebate grant received in a three-month period. John Mervyn Pugh had taken action following complaints from Mid Glamorgan County Council about the way the firm was operating its local services. Beeline Buzz Co was ordered to pay £6,402 compensation to a controller sacked for refusing to cover for drivers who did not turn up for work. Complaints about a bus door being operated with a piece of rope led to the revocation of the licence held by A B Cars, of Leeds, by Fred Whalley. A disciplinary hearing involving Inverclyde Transport, of Greenock, ►

1991 Review... 1991 Review... 1991 Review... 1991 Review... 1991 Review...

◀ was adjourned by Scottish deputy commissioner, Ramsay Dalgety QC, after claims that DTp vehicle examiners had exaggerated the severity of defects found on the company's vehicles.

In flaming June, Pride of the Road, of Barnsley, obtained the renewal of its licence for 12 months only, and for less vehicles than it had sought, following allegations of malpractice by its former operations manager, Kevin Townend. Fred Whalley said it had been extremely badly managed for some time and he was giving it one last chance to put its house in order. Allenways Coaches was ordered to pay fines and costs of £4,200 after admitting a series of drivers' hours and tachograph offences. Birmingham magistrates heard passengers had to take turns at keeping one driver awake on a journey between Portsmouth and Ayr. The two drivers concerned and the company's traffic manager were fined a total of £1,700.

Suggestions that DTp vehicle examiners had carried out a vendetta against Liddells Coaches, of Auchinleck, were denied at an Ayr public inquiry. Ramsay Dalgety, QC, renewed the firm's licence for a two-year period only. July saw John Mervyn Pugh telling Hills of Tredegar that its troubles were now over. The sun shone for Thomas Gordon, when Gordon's of Kirkbride was given a national licence following the revocation of its international licence on grounds of repute. North Western commissioner, Martin Abu, was told the firm had been held to ransom by a large tour operator with financial muscle to dictate terms.

Westbourne Motors of St Austell was given a chance to start afresh by Western deputy commissioner, John Robbins. But it was warned that DTp vehicle examiners would be 'breathing down your necks'. The disciplinary proceedings involving Inverclyde Transport, of Greenock, were again twice adjourned: firstly for the production of management accounts; and secondly for director, Andrew Wilson, to produce video recordings said to be of vehicle examiners inspecting the company's vehicles. Inverclyde Transport lost its licence in August, but Sharon Wilson, daughter of director Andrew Wilson, succeeded in a bid for a licence in her

own name. Isle of Sheppey-based Lambkin Coaches was allowed to continue operating pending appeal, after the renewal of its licence was turned down on maintenance grounds by Brigadier Michael Turner. Falsifying a tachograph chart, failing to cause a driver to use a chart and failing to produce tachograph charts, cost Albert Deeble, partner in Darley Ford Coaches, of Liskeard, £1,750 in fines and costs.

Severely warning Allenways Coaches, John Mervyn Pugh said further breaches of the law would result in him saying it was time for directors, David and Margaret Watkiss, to leave the industry.

An industrial tribunal decided that Stagecoach Scotland was not entitled to recover part of the training costs of a driver who left within two years of starting her employment with the company.

September saw Philip Smith, of Smiths of Stratford, having to pay fines and costs of £2,150 after using licence discs belonging to Ken Rose Coaches after forgetting to renew his own licence. Eastern Counties Omnibus Co was given a severe warning over service irregularities. Brigadier Compton Boyd had been alerted to the situation by Transport 2000. He was satisfied that a number of people had been inconvenienced but concluded that there was no evidence of sharp practice.

In October, Blackburn Transport lost its appeal against a conviction for using a bus with dangerous parts after a 15-year-old schoolgirl fell through the emergency door on to the road. The Transport Tribunal upheld the revocation of the licence of Target Travel (Coaches), of Cramlington, and the company's disqualification from holding a licence for two years, because of its poor maintenance record. However, a

similar period of disqualification imposed on managing director, John Reed, was quashed. Tame Valley Travel was warned about its future conduct, after admitting 351 service irregularities following complaints from West Midlands Travel. Thirty hours of video recordings produced by WMT to support its allegations were described by Tame Valley's solicitor, Michael Carless, as 'a concentrated nit picking exercise.' Happy Days (Woodseaves) was cleared of permitting drivers to breach the hours and tachograph rules.

November saw Michael Jeal, trading as Panther Buses, of Crawley, losing an appeal to the Transport Tribunal against a three-month ban on the operation of local services and a direction that he repay fuel duty rebate grant. London Country Bus (South West) had complained to Brigadier Michael Turner about what was said to be a 'bus war' in the Crawley area. Severely warning Allenways Coaches, of Birmingham, John Mervyn Pugh said further breaches of the law would result in him saying it was time for directors, David and Margaret Watkiss, to leave the industry. PSV licence offences cost Robin Flint, trading as County Travel, of Brighton, £8,300 in fines and costs. He had used licences belonging to various other operators after having his own revoked. Service irregularities led to Highland Scottish Omnibuses being banned from registering any new services for three months, and North Mymms Coaches being banned from operating two particular services. Highland ran into problems after the majority of its Inverness drivers defected to rival, Inverness Traction, having to withdraw 21 services without notice.

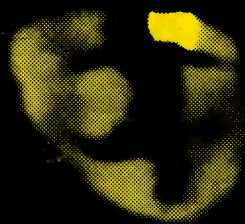
North Mymms continued to operate and take fares on two services in The Galleria area of Hatfield after its request to introduce them at short notice had been turned down. Argyle Coaches, of Greenock, was ordered to pay £2,171.70 compensation for unfair dismissal to an inspectress sacked after she was alleged to have had an affair with the company's managing director. Ribble Motor Services was ordered to pay £8,240 compensation for unfair dismissal to one of its depot engineers. A Midland Red (West) driver accused of attacking a passenger with an iron bar was held to have acted in self defence by West Midlands deputy commissioner, Roger Seymour.

With the season of goodwill approaching, the High Court ruled that London Country Bus (South West) was not liable for the death of a pedestrian, knocked down after one of its minibuses had been stolen. The duration of the licence held by Wednesbury-based Transol, run by Mibbo Singh Thandi, was cut by John Mervyn Pugh so as to expire at the end of February. It was persuaded to withdraw its bid for an increased vehicle authorisation.



Enterprise & Silver Dawn: its complaint about unauthorised service brought success.

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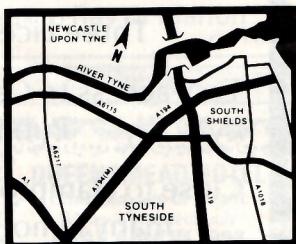
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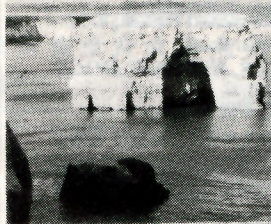
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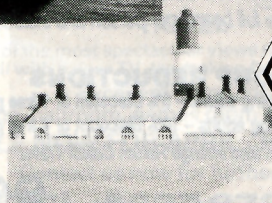
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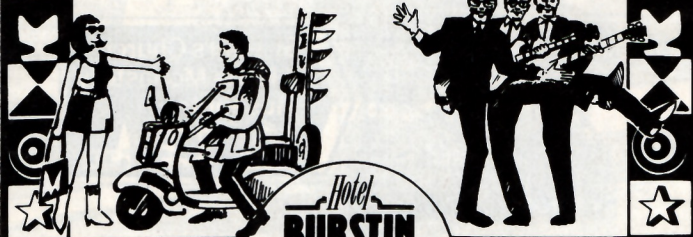
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GROUP REDUCTIONS

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FOR RESERVATIONS TEL. (0303) 850021 (6 LINES)
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The **LION & SWAN HOTEL** in Congleton, Cheshire is offering the ultimate Weekend Break for Theatre Lovers. From April '92, see **Les Miserables** at the Palace Theatre, Manchester, with one or two nights Dinner, Bed and breakfast at this magnificent 16th century

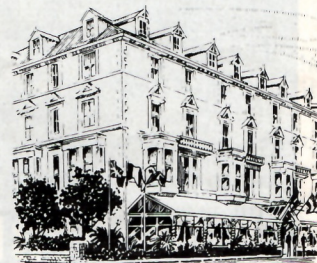
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RATES FOR 1992**

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"The hotel with the friendly atmosphere"

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Opposite bowling green
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Family run licensed hotel overlooking Porth and Whipsiderry Beach.

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- ★ Colour TV, tea-making facilities and phones in all rooms
- ★ Excellent cuisine ★ Entertainment
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- ★ Ample coach parking ★ Children Welcome

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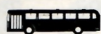
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BRISTOL LHS PLAXTON SUPREME

35 seater, radio/PA, power door, taxed, long MoT, absolutely mint condition.

Reduced to sell, now only
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2 PEDIGREE AEC vehicles, JPA 171K, ex-London Country RP, AEC Reliance, 49 seats, tested 06/92, offers around £2,000 + VAT. YCE 675L, ex-Burwell and District, AEC Reliance Plaxton, 53 seater, retrimmed, tested 11/92, offers around £2,500 + VAT. Tel. Buffalo Travel, Flitwick, Bedford MK45 5BW. Tel. (0525) 712132. (23713/AC)

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1984 DAF BOVA DUPLÉ CALYPSO

53 recliners + courier, drinks machine, quick sale.

£19,000 + VAT

Small coach considered in P/X

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Offered with warranty

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1980 DUPLÉ DOMINANT, 53 seater, MoT Jan '93, taxed. £5,750 + VAT. Tel. 0934 833177. (23700/FO)

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1981 LEYLAND CUB Service Bus, Duplé body, 31 seater, auto, MoT until 4/92. £7,000 + VAT. Tel. 0698 87207 day, 0698 860255 eves. (23693/LE)

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71 seater, 3 TVs, video, tables on lower deck, toilet, drinks machine, recon engine and gearbox.

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2 star, 53 recliners, tinted glass, power door, courier seat, radio, PA, MoT'd till 28 Nov '92. This vehicle is in excellent condition inside and out.

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308 MERCEDES, 12 seat, luxury.

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1987 MERCEDES 609, 27 seats.

1986 MERCEDES, 12 seater, high roof, luxury.

1986 MERCEDES, 21 Vogel seats.

1984 MERCEDES, 21 seater.

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J Reg, delivery mileage only, Leyland/DAF 400S, LWB, low top diesel, luxury 16 seat midicoach. **£12,995 + VAT.**

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IN THE SOUTH WEST
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Always Wanted

2 x 1984, 1985 IVECO 35/8 14
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1978 BRISTOL LHL, 51 seater,
Plaxton, new MoT **£4,500 +**
VAT

1989 DUPE 425, 53 seater,
full Exec POA

1979 BEDFORD YMT, Domi-
nant II £4,950

FULL INSPECTION FACILITIES
PART EXCHANGE WELCOME
DISCOUNT WITH NO PART
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BEDFORD YNT PLAXTON
PARAMOUNT 3200 (1984),
radio/PA, 53 seats.

BEDFORD YNT PLAXTON
PARAMOUNT 3200 (1983),
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OVERLEAF (1980)

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PLAXTON LEYLAND Leopard, 12 mtr,
57 seats, 1979 'T' Reg, quick sale.
£8,750 ono. DAF VAN HOOL Acron,
1983, double glazing, toilet, hot water,
blinds, 49 reclining seats, courier seat,
new MoT. **£35,000 ono. BEDFORD**
PJK, 1977, 29 seats, in excellent con-
dition, new MoT. **£4,750. Part exchange**
considered, finance possible. Tel. 0222
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1175 ARGYLE STREET, GLASGOW
All Mercedes 2 years warranty
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NEW MERCEDES 709D, coachbuilt, 29 + 10 Dip Tac
standees, power service door, 2 weeks.

NEW MERCEDES 814D Coachbuilt, 33 luxury,
armrest, boot racks, power door. **Stock.**

NEW MERCEDES 811D, Coach Built 33
service, wide ent, p door, 12 standees, **stock.**

NEW MERCEDES 609D, 24 seats, full spec, boot,
power door, lug rack, radio cassette. Also 24
manual plus door in stock

NEW MERCEDES 410 and 408D, 16 high back
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NEW IVECO 25 service bus plus standees

NEW TALBOT TRI AXLE, 22 + 7 standees, PSV,
power door, service, moquette seats.
Dip tack. Early.

NEW MERCEDES 814D, coach built, 33 luxury, power
swivel door, large boot, **stock.**
NEW MERCEDES 811 service bus, 33 + 12 standees,
stock.

NEW MERCEDES 709, manual, 29 + 10 standees,
2 weeks.

NEW MERCEDES 609D, 24 seats, large boot, **stock.**

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NEW TRANSIT, 15 seats, 5-speed, diesel & petrol,
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high roof, coachbuilt, **stock.**

NEW DAF 400, 16 coach spec, u/door tail lift fitted and
certified PSV, 7 days.

NEW DAF 400 Turbo, 16 high spec, **stock.**

NEW DAF 400, diesel, 16 PSV, hi spec, **stock.**

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NEW TALBOT 12 + driver, diesel PSV, **stock.**

NEW MERCEDES 609 24, Uf, tail lift, **stock.**

NEW MERCEDES 410, 16 seats, luxury, **stock.**

NEW MERCEDES 408 Luxury, 16, **stock.**

NEW MERCEDES 308, Luxury, 12, 7 days.

ALL OPEN TO REASONABLE OFFERS

91 DEC LEYLAND DAF 400 Turbo, 16 high spec.

91 TRANSIT 20, power steering, air suspension,
power door.

91 TALBOT 14 + driver, high roof.

91 TALBOT 12 + driver, diesel, PSV.

91 TALBOT Tri Axle, 22 + 7 Dip Tac.

91 VW 12 seat Turbo Diesel, low mil.

89 MERC 609, power door, 24, boot, tested.

89 G TRANSIT, 15, PSV, diesel, low mil.

89 MERC 609, 24 + tables, no boot, low mil.

89 G TRANSIT, diesel 14, PSV, side door, tested.

89 G TRANSIT, 15 diesel, SLD, tested, high seats.

89 G TRANSIT (TALBOT), 16 PSV, testing.

89 F ROVER 12 petrol, SWB.

88 TOYOTA OPTIMO, 19 seats, low mileage.

88 (F) MERCEDES 609D, p door, 26 coach seats.

87 MERC 25 seat, Devon, tested.

87 IVECO 18 seat, power door.

87 TRANSIT 12, Di, LWB, PSV tested.

87 TALBOT 12, diesel, 5 speed.

87 (D) FREIGHT ROVER, Deansgate, 16 diesel.

87 TRANSIT Petrol, 12, PSV, SWB.

87 E MERCEDES 609, 26 seats, tested.

87 MERCEDES 609, 26 ch seats, tested.

CV 86 MAN BERKHOF Exec, 49, toilet, TV.

86 MERCEDES 608D, 21 luxury, new test.

86 (E) IVECO CAETANO, 24 air door, dual
purpose.

RENAULT DODGE, 20 + standees, large entry
door, Telma, auto, power steering, new test.

86 SCANIA PLAXTON 4000, luxury, 71, toilet.

85 TALBOT, 12, PSV, petrol.

85 TRANSIT 16 Di coach seats, tested.

85 LEYLAND DOYEN, full spec executive.

83 DODGE R BURGESS, diesel, auto, 17 F door.

82 VOLVO B10 GOLDLINER, large windows,
recliners, testing.

82 TRANSIT, 12 LWB, PSV, petrol, O.D. £1,000.

82 TRANSIT, 12 diesel, PSV, LWB, tested.

82 Y DAF Jonckheere 2300, Exec, toilet.

81 DAF 200 Exec, 48 + TV, Alpha, new test.

81 VOLVO B58, 53 large seats, Duplex II.

80 LEYLAND NATIONAL, 680 Bendi Bus, low
mil, exhibition vehicle, offers.

79 V FORD PLAXTON, 45 seats, Turbo, tested.

80 NATIONAL MKII 680, double entrance,
testing.

79 VOLVO SUPREME V, ZF, requires test, offers.

79 FORD TURBO Duplex II, 35 seats, tested.

79 FORD 53 Plaxton, testing. Offers.

79 V VOLVO UNICAR, 53 seat, new test.

79 FORD DUPE II, 35 seats, new test,
retrimmed.

78 NATIONAL LWB, clean & tidy, long test.

77 LEYLAND DUPE Express, 49 ch seats, S/A.

77 VOLVO Plaxton, 53 seat, tested.

76 LEOPARD PLAXTON, 51, 680, new test.

74-75 LEOPARD Alexander body, manual
gearbox. Tested.
CHOICE OF LEYLAND ATLANTIAN
ALEXANDER DOUBLE DECK, tested.

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MINIBUSES & MIDIBUSES
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SETTLEMENT

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1990 (G) FORD TRANSIT Deansgate, 12 seater, inc heater,
roof vent, skirts, marker lights, radio cassette, exterior plain
white, interior blue/grey, MoT 11/92 **£9,000 + VAT**

1978 (S) LEYLAND LEOPARD, 47 seater, Chapman recliner-
ers, tested and taxed, white, ideal contracts vehicle, very
reasonable price..... **£4,500 + VAT**

1980 FORD DOMINANT II, 53 seats, retrimmed, Bristol
dome, side lockers, twin tanks, POD, radio/PA, new
MoT..... **£6,950 ono + VAT**

1979 FORD PLAXTON SUPREME, engine overhauled Octo-
ber 1991, POD, MoT May 1992 **£5,250 ono + VAT**

1972 VICEROY, 53 seater, MoT December 1991, excellent
example of this model **£2,000 ono + VAT**

N REG LEYLAND NATIONAL, 39 seater with dual purpose
interior, single door, tested 4/9/92, very well kept... **£2,500 +**
VAT

1987 (D) FREIGHT ROVER 18 seat bus, tested 5/92, usual
bus spec, including moquette seats..... **£4,000 + VAT**

1987 (D) FREIGHT ROVER 20 seat bus, tested 5/92, usual
bus spec etc **£4,250 + VAT**

061 273 3202

(23494/UN)

FOR SALE

1981 MAN SR280 EXECUTIVE LOW LINE, 51 reclining seats, radio cassette, PA,
toilet, blinds, Voith retarder, large luggage area **£17,500**

1980 BEDFORD YMT PLAXTON SUPREME 4, MoT April '92, 53 seats **£8,750 ono**

1977 BEDFORD YMT PLAXTON SUPREME 4, MoT June '92, 53 seats **£4,700 ono**

1974 BEDFORD YRQ DUPE DOMINANT 1, MoT Sept '92, 45 seats **£2,250 ono**

Most have radio/PA, curtains and wheel trims. All in daily use. FSH.

Any inspection welcome. All vehicles subject to VAT.

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centre sunken toilet, continental door, curtains, carpets,
H&C drinks, VHS video, radio/tape/PA, Webasto, Autolube,
low coolant warning, MoT to '93 **Offers**

1989 MERCEDES DUBRAVA 3200 LOWLINE, 53 recliners,
double glazing, curtains, carpets, radio/tape/PA, Webasto,
Autolube, low coolant warning, low mileage, MoT to Dec
'92 **Offers**

1989 TRANSIT COACHCRAFT, 16 high back seats, parcel
racks, radio/PA/tape, full soft trim, low mileage, MoT to '93
..... **£12,750**

1989 MERCEDES STARIDER, 29 seats, fully carpeted, full
soft trim, curtains, radio/PA/tape, VHS monitor, MoT to '93
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Part exchange may be considered, all prices plus VAT

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COACH SALES LTD.

1989 (F) DAF ALGARVE, 49 seats, toilet, TV, video, fridge, coffee machine, continental doors.

1989 (G) DENNIS JAVELIN DUPLÉ 320, 53 seats, toilet, TV, video, MoT March '92.

1988 (E) IVECO 49/10 DAILY DORMOBILE CONVERSION, 25 seats, 8 standees, power door, MoT July '92.

1986 (C) FORD TRANSIT, 16 seater, luxury mini coach, MoT March 1992.

1986 (D) FREIGHT ROVER, 16 seats, power door, 5 standees, destination gear, choice of four.

1984 DAF JONCKHEERE, 49 seats, toilet, TV, video, MoT March 1992.

1984 (A) MAN SR280, 53 reclining seats, rear continental door, radio, PA, all white, MoT Jan '92.

1983 (Y) LEYLAND TIGER 245, Plaxton Paramount 3200, 57 seater, MoT March 1992.

1982 (X) LEYLAND TIGER CUB, DUPLÉ DOMINANT bus body, 31 seats, 8 standees, Allison automatic, MoT Feb '92.

1980 BEDFORD YLQ DUPLÉ DOMINANT II, 45 seats, power door, MoT March '92.

1980 (V) LEYLAND LEOPARD **SOLD** **PLAXTON SUPREME IV**, 49 seats, semi auto, destination gear, express doors, choice of two, MoT April 1992.

**OLD MILL PARK, KIRKINTILLOCH,
GLASGOW G66 1SP**

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Fax 041-777 8138 Evenings 041-775 1884

(23009/UN)

ASHALL'S COACHES

1985 LEYLAND TIGER, 245 semi auto Duplé Laser II, 46 reclining seats, toilet, radio/PA, tested to Nov '92
.....**£22,500**

1982 DAF JONCKHEERE BERMUDA, 49 reclining seats, TV/video, toilet, continental door, 4 tables to fit, tested to Jan '92**£21,000**

1980 FORD DOMINANT II, 53 seater, tinted glass, curtains, Telma, twin tanks, etc., tested to Aug '92 **£5,250**

2 x 1979 LEYLAND LEOPARD DOMINANT II, semi auto, 57 seater, 1 x recently retrimmed, tested to May '92, 1 x tested to Sept '92
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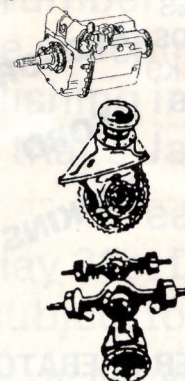
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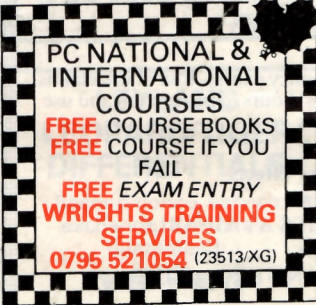


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